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10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
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Every Comfort
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Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted Electric Fans (if
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Table d'Hôte at separate tables.
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ELECTRIC LIGHT, Hot and Cold Water
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HAS been re-opened under European
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All comforts of a home.
A most pleasant retreat for those desirous of
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Hongkong, 12th December, 1907.

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Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.

On December 9th, at Swatow, the wife of A. MACGOWAN, twin daughters.

DEATH.

On November 30th, at Cape Cam Light Station, EMIL, FRANK SCHMITZ, 2nd Lightkeeper's B. A. aged 83 years.

HONGKONG OFFICE: 10A, DES VOUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 12TH, 1907.

The justifiable excuse for a good deal of national expansion or colony grabbing has been that the centres of civilization are becoming overcrowded. The alternatives for an over populated country are said to be Malthusianism or colonization. RICHARD WHITEING, the John the Baptist of the saner sort of socialism, has just published, through Geo. Bell & Sons of London, a remarkable book called "All Moonshine," in which his "astral" body explores this "over-peopled sphere" to some purpose. Alarmed by a newspaper scare-head, he wonders "how soon would the last new baby squeeze the first old inhabitant off our orb into infinite space." He is relieved to read, while going further into the subject, that "at four persons to the square yard, the entire population of the globe, standing shoulder to shoulder, could find room and to spare in the Isle of Wight." If every living human being in the whole world could move about comfortably in that mere dot of a speck of land, what could they not do in the verdant valleys and prairies of the continents, if properly distributed? Why be overcrowded? Why kill each other to make room? The calculations were as correct as they were startling, however. The Isle of Wight has

38,905 acres of solid standing ground. At 4,840 square yards to the acre this works out at 45,500,200 square yards, to accommodate with comfortable standing room at four to the square yard—and "the military measure for soldiers crossing bridges in close marching order is one to the square foot," or nine to the square yard—no less than eighteen hundred and eighteen millions of people. In 1883 the population of the globe was put at a trifle under fifteen hundred millions. An increase of three hundred millions is hardly possible in that time, but assume it, and there is the possibility of the Isle of Wight as calculated. This "indicement of the scheme of things was too severe" for Mr. WHITEING.

"It would have been strange enough if a whole country of the larger sort—Spain, or France, or Austria, or even the huge belt of fertility in the United States—had served to give standing-room to a race of man that could not manage to live in comfort on the entire surface of the planet. But an island that was a geological afterthought! The implications were too faithful in regard to the sanity of mankind."

There was no getting out of it, though. The figures stood, and stand. Think of the tens of thousands of habitable and fertile acres to spare. Picture the peoples marshalled into that fragment of an English county, and then "all the huge mileage of depopulated Europe, of mighty Asia, of the Americas, oh, the oppression of thought! of giant Africa, with the isles, hundreds of them bigger than the continent, lying ready to give them harbours, and, as one might have hoped, provender, under sun or stars. Such a handful is this unfeasible, unlovable population of the world; such an unspeakably poor provider is Mother Nature who has them all to board."

Mr. WHITEING thinks of all that, and makes due allowance for the wide inhospitable areas of the world. Still, with all that, there is the huge balance of the earth fair and beautiful, "limitless for all present and reasonably prospective needs of man." Then, why wars? Mr. WHITEING slept, and had a vision. All the peoples of the world, every mother's son and daughter of them, did assemble in the Isle of Wight, in their "astral" forms. The ninety millions of United States Americans were comfortably standing in a very small corner, yet with all their nearly four millions of square miles at home they seem afraid of being crowded out by a few thousand Asiatics.

Leaving the astral population of the world for an hour or two, massed in the Isle of Wight, Mr. WHITEING takes a flight round the world to see how their physical counterparts are doing. He saw the great stretches of space where there seemed no sign of human occupation, a huge incalculable mileage of fertile land where next to nothing pastured or grew, "like a world waiting to begin in human life, and this over in the most thickly peopled parts." Europe measures close on four million miles, "and yet all this almost unimaginable barabourage of human kind cannot give three square miles a day to a population that can be folded with the greatest ease in a corner of the Isle of Wight." Russia was even then sending the hat round for famine-stricken populations. Who, he asks, will audit the accounts of the bounteous earth? He looked at the undeveloped miles of prolific Manchuria, and marvelled that Russia should fight for more. China alone seemed sufficient for its own millions, more, than sufficient. Doubtless the Chinese saw the foolishness of wars of expansion as Mr. WHITEING sees it, hence their contempt of soldiering. After witnessing the grisly horrors of the fighting round Port Arthur, and sparing his readers none of them, a salutary shock, no doubt, but they can always shut their eyes—

returns to the ghastly crowds still waiting on the Isle of Wight. They too, had got the war fever! They had not kept to their formations, four to the yard, all comfortable and by no means inconvenienced by alien elbows. The sovereigns began the movement that made trouble, and the silly example was soon followed. "One British middle-class, the bulwark of the State, had shown peculiar ingenuity by inventing a new way of measuring the space at their disposal. Why not, they argued, take it lying down—that is to say, by stretching themselves full length on the ground, instead of standing like their humbler fellow-creatures? It was inexcusable for our entire population, a mere handful of forty millions odd, were most comfortably settled in a space as large as a metropolitan borough, and wanted nothing but the quiet mind to be as happy as the day was long. The better sort lay down accordingly, and this, of course, led them to encroach still more on the standing room assigned to their weaker brethren, and to press these unfortunate persons as close as herrings in a barrel. The latter protested with cries of 'Fair play,' and a few of them in their desperation went so far as to offer resistance. Their oppressors, however, not content with lying down, now began to kick, and they were not long in making miniature clearances about them which corresponded in some degree to the parks, game forests and other domains of luxurious settlement which their originals enjoyed on the mainland. It was positively heart-breaking to see the poor creatures who had lost in the scramble shut up in their ever-narrowing prison houses, their astral outlines all blurred and fused out of recognition in the fearful endeavour to stand a

doxen to the square yard. Their victorious assailants meanwhile having got what they wanted, immediately resumed the standing posture, and passed a short ordinance to the effect that no one was to take things lying down any more."

So that was the answer to the question, Why war? How war was averted, in this dream, how it is to be averted in reality, is another story, though it is all unfolded in this fascinating abstract of moonshine. We have quoted quite enough for our readers to think about and ponder over. It is worth that at least. It may not be palatable to many of us, but it can do none of us any harm. If this planet's surface is really "virtually uninhabited," and we know it is—if it has boundless possibilities for the support of all its human life, and we know it has—is war really necessary, as we have been supposing? If not, is it foolish even to dream of what Mr. WHITEING calls the "simple duty of restraint, without unnecessary violence, of any clan, province, state, or empire, venturing to take any quarrel whatever into its own hands, or refusing to submit any difference to the arbitration of an aereopagus of humanity"?

The total number of troops brought by the transport "Sicilia" was 599. There were besides 31 women and 43 children. The "Sicilia" crew is composed of 100 Europeans and 92 natives.

An Association practice match will be played this afternoon on the Hongkong Football Club ground. Kick-off at 5-15 p.m. All members wishing to play are requested to be on the ground in good time.

This evening at the Union Church Literary Club, Mr. J. Dyer Ball will deliver a lecture entitled "Mountain, Plain, and Pasture—then and now," being a description of the change that has taken place in the history of China during the last 50 years.

A naval and military missionary festival was held at St. John's Cathedral last night, and attracted a good attendance of the boys in blue and khaki. These, in the course of the service, were told of the work of missions, and listened attentively to the earnest sermon of His Lordship Bishop Lander.

The return of visitors to the City Hall Library and Museum for the week ending the 8th December, 1907, shows that of non-Chinese there were 156 to the Library and 212 to the Museum; and of Chinese 286 to the former and 11,559 to the latter. The Library was therefore used by 442 persons and the Museum by 11,771.

A cablegram from New York reports an outbreak of fire in the steamer "Abercrombie," which arrived there on November 6th from China. The fire was got under control, but the damage not estimated. The "Abercrombie" is a vessel of 4,184 tons, built in 1902, and owned by the Adam Steamship Company. She is valued at \$26,000.

A long robed native from Canton entered a jeweller's shop on Tuesday, and while the folks were busy, snatched 24 earrings from a shelf and made off. He was followed by one of the shop assistants, captured and handed over to the police. At the Police Court yesterday Mr. H. H. J. Gompertz sentenced him to 21 days' hard labour and six hours' stocks.

Secret experiments of great interest are being conducted in Lorient Bay with a new 26-in. luminous shell which is likely to prove a valuable asset in time of war. The new shell, which is the invention of a French naval officer, throws out a ray of white light when it strikes. During a night attack it will indicate the range of the enemy without exposing the firing warships to view by means of their searchlights.

Our London telegram published under the heading of "War Office Activity" yesterday morning was evidently spoiled by a *lapsez calami* on the part of the despatcher. Suspecting some connection with the trouble in the Fifth Lancers, we consulted the Army List, but of course found no Lieutenant Woods. It should have been Major Wood, whose compulsory retirement we had already reported.

The ex-Mayor of Poole (Alderman George Curtis), who is eighty-five years old, has informed the local town council that he had received several invitations to write his reminiscences, and the editor of one London paper had offered to send down a shorthand writer for a fortnight if he would give him one hour a day. Mr. Curtis who was re-elected an alderman said he felt comparatively young yet, and he regarded 120 years as the proper age to live to.

Declaring that she was a graduate of Vassar, and temporarily in distress, a girl was engaged as a cook by a family in Coffeyville, Kansas, says the "New York American." After serving the dinner she went to her room, and reappeared in a low-neck dress with a long train. She ate her own dinner, again went to her room, and reappeared in her kitchen dress to clean the dishes. Her engagement as cook lasted only three days, as she took so long to dress for meals that she never got all the dishes cleaned.

It was damp and chilly in the Police Court yesterday morning, and two native visitors who stood in the dock, and the Indian constable who guarded them showed plainly that they were anxious for a speedy settlement of the case. The defendants quarrelled on the water front, and before the Indian constable could reach them both men, who were heedless of their surroundings, went over the Praya into the harbour. The constable followed, landed both and hastened them to the Central Station where they appeared before Mr. F. A. Haselard on a charge of fighting. Each man was fined \$3 or seven days.

Eva Longbottom, a blind girl of fifteen, living at Bristol, has a natural talent for music, and has won several prizes for singing in competitions. Recently she composed an ode in honour of the King's birthday, and forwarded it to his Majesty. She has received the following reply from Sandringham:—"Sir Arthur Davidson is commanded by the King to thank Miss Eva Longbottom for her congratulations and good wishes, written in Braille, on the occasion of his birthday, and also to thank her for her photograph, which his Majesty has been pleased to accept."

America is now second in order of warship tonnage among the Powers of the world. The figures given by the U.S. Navy Department, eliminating all vessels more than twenty years old, are as follow:—
Great Britain... 1,633,116 Japan... 374,701
United States... 611,618 Russia... 232,942
France... 509,079 Italy... 207,623
Germany... 529,932 Austria... 113,335

The *Mercury* points out that on June 1 America held the third place, with 570,772 tons, and France second, with 603,955 tons.

The "Express" correspondent at Lisbon says on Nov. 12:—Several Portuguese crack regiments stationed in the provinces, whose fidelity to the Crown is beyond question, have received orders to hold themselves in readiness for any immediate transfer. The Government hopes thus to be in a position to cope with any outbreak on the part of the Republicans, who have declared that they intend to resort to violent measures in an effort to overthrow the Monarchy, owing to the continuance of the Government without Parliament. Spies are being employed to watch the movements of the principal revolutionists, many of whom are army officers. The Government fear a serious defection of troops in the event of a manifesto to the army being issued by the Republican Executive.

Baron Campbell von Laurenz, who was among those in waiting for the Kaiser at Windsor, has had the "Chronicle" says, a very remarkable history. A cadet of the Argyllshire house of Craignish—which the tourist may see on his way from the Kyle of Bute to Oban—he joined the Prussian army in the time of the old Kaiser as an infantry volunteer, and then exchanged as ensign into the Bismarck Cuirassiers just in time to take part in the war with France. In the charge of Bredow's heavy brigade at Mars-la-Tour, young Campbell captured a French eagle in a hand to hand encounter—the only French standard captured during the war. Ultimately Rittmeister Campbell was appointed personal aide-de-camp to the late Duke Ernest of Saxe-Coburg, by whom he was ennobled, and on the occasion of the present Kaiser's retirement from the Prussian army, married an English wife and so tied at Windsor.

A financial paper remarks:—A good deal of British money has been sunk in recent years over the construction of railway in China, and the results obtained have been most satisfactory. Considerable interest therefore attaches to the announcement that the concessions for the Tientsin-Yangtze and Soochow-Ningpo railways are on the point of being sanctioned. The preliminary concessions for these two lines are the remaining ones in the group of preliminary concessions granted by the Chinese Government some five or six years ago, as the others had either been acted upon or had fallen to the ground. The Tientsin concession represents an amalgamation of British and German interests, in which the Germans hold a two thirds interest, but the Soochow line is wholly British, being merely a branch line running off the British-built Shanghai-Nanking Railway. A good deal of capital will have to be raised when the concessions are developed, but no loans will be raised for some time, as the concessionaires have great latitude in this respect. When money becomes cheaper, as it must later on, the market will welcome the raising of the capital required for these lines.

DEATH OF MR. MACGREGOR-SMITH.

Mr. W. Macgregor-Smith, a pioneer of the East, died at the Hospital on Monday. The deceased gentleman, who was 74 years of age, has been a resident of the Colony since 1866. His connection with the East, however, dates from an earlier period, for prior to settling down in Hongkong he was engaged in the Yangtze trade. Shortly after his arrival Mr. Macgregor-Smith started a sugar works at East Point, and business was carried on successfully for a number of years. Then it passed into the hands of Messrs. Jardine, Matheson and Co., and Mr. Smith returned to Europe. The deceased leaves a wife and family, and three of his children were with him till the last. Two came down from Shanghai, a son and married daughter, while another daughter arrived from Europe a few days before his death. The sympathy of a large circle of friends and acquaintances will be extended to the bereaved family, and many residents will mourn the loss of an old and esteemed colonist.

WEATHER REPORT.

On the 11th at 12.05 p.m.—The barometer has risen quickly over Japan, the depression having passed to the Pacific to the N.E. of Hokkaido. It is followed by another depression which is apparently situated over S. Manchuria, a quick fall of the mercury having taken place in N. China.

The anticyclone remains over the continent to the North of the Upper Yangtze, but gradients are less steep along the China coast, and the monsoon is not acting in the For new Channel. Over the China Sea monsoon gales will continue to prevail.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood... N. win, fresh; fine;
Formosa Channel... N.E. winds, strong;
South coast of China between... Same as No. 1.
South coast of China between... N. winds, Hongkong and Hainan... strong.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

ORANGIA REVOLT.

LONDON, December 11th.

The native revolt in Orangia, which resulted in the wrecking of the Vorpood mine, has been suppressed.

INTER VARSITY RUGBY.

LONDON, December 11th.

Oxford beat Cambridge in a Rugby match by seventeen points to nil.

GERMAN NAVAL EXPANSION.

LONDON, December 11th.

There is a strong agitation in Germany owing to the Government's decision to increase the strength of the navy. The agitators deprecate naval expansion.

NEW CHANCERY JUDGE.

LONDON, December 11th.

Mr. H. T. Eve K.C., has been appointed a Chancery Judge.

Mr. Justice Eve was called to the Bar in 1881. He practised at the Chancery Bar and Q.B. 1893, and became a Bench of Lincoln's Inn in 1899. He has been M.P. for the Ashburton division of Devon since 1904.

[REUTERS'S SERVICE.]

THE ACCIDENT TO H.M.S. "PRINCE GEORGE."

LONDON, December 9th.

The repairs to H.M.S. *Prince George* which broke away from her moorings, and collided with H.M.S. *Shannon*, will take three months.

THE VLADIVOSTOCK MUTINY.

LONDON, December 9th.

Seven Vladivostock mutineers were executed on the 3rd instant: twenty-one more have been sentenced to death, and thirty-two others to various punishments.

THE EXODUS FROM AMERICA.

LONDON, December 9th.

Eleven thousand aliens left New York for Europe on Saturday.

THE KING OF SWEDEN.

LONDON, December 9th.

The King of Sweden takes the title of Gustav the fifth.

CRICKET IN AUSTRALIA.

LONDON, December 9th.

The match Australia v. England has been abandoned owing to rain.

ARREST OF AMERICAN DIRECTORS.

LONDON, December 9th.

Three directors of the California Safe Deposit Trust Company have been arrested for misappropriation. It has been ascertained that the company's liabilities amount to nine million dollars, and the assets to four millions.

INTER-CLUB BOWLING MATCH.

The second half-yearly bowling match between the Hongkong Club and the Club Germania for the Challenge Cup was commenced last evening with the following result:—

HONGKONG CLUB.

	Totals
E. H. Hinds	618
P. R. Woods	634
E. C. Lane	548
J. P. Leary	665
	2515

J. W. C. BOANAR.

J. W. C. Boanar	693
H. Humphreys	607
T. C. Gray	597
J. H. Kemp	541
	2443

CLUB GERMANIA.

A. Roubach	704
F. Ebersen	610
A. Roisen	569
A. Olne	602
	2495

O. MEYER.

O. Meyer	710
E. Vollbrecht	602
T. van der Voort	584
B. D. Kapteyn	655
	2551

The first-named fours from each Club played on the Hongkong Club lawns; the others played at the Club Germania. The combined totals of the English Club teams is 4,958 and those of the German teams 5,093.

Play continues this afternoon when those who occupied the Hongkong Club alleys yesterday, play at the German Club, and vice versa.

FRENCH CONVENT BAZAAR.

The noble work carried on by the sisters of the Asile de la Sainte Enfance in rearing waifs and strays and fitting them for the battle of life is well known to, and appreciated by, most residents in the Colony. But the carrying on of this good work requires funds, and with the object of raising necessary money the sisters of the Convent decided on holding their annual bazaar this year in the City Hall. St. Andrew's Hall was placed at their disposal and yesterday afternoon was converted into a veritable drapery and haberdashery establishment. Numerous stalls in the hall were laden with the work of Convent pupils, beautiful embroideries in silks and satins, handsome cushions and numerous other feminine requirements which were offered for sale at very reasonable prices and which, needless to say, sold rapidly. The bazaar was to have been opened by Lady Lugard, but as she was unable to attend, Mrs. Stokes was asked to perform the opening ceremony, and consented. Besides the stalls bearing knick knacks, the beauty of which is apparent only to women, there was a refreshment stall, a toy stall and a flower stall, all of which were well patronised. The promoters of the bazaar were on this occasion assisted by many well-known ladies whose services were much appreciated. The stalls were in charge of Mrs. May, Mrs. Keswick, Mrs. Jordan, Mrs. Freeman, Mrs. Gordon, Mrs. Maitland, Mrs. Sheehan, Mrs. Saunders, Mrs. Marcus Slade, Mrs. Master, Madame Marty, Mrs. Voipicelli, Madame Brindogogue, Mrs. Brisisa, Mrs. Stedman, Mrs. Brewin, Mrs. Lammert, Mrs. Looker, Mrs. Bateson Wright, Mrs. Voretscock, Mrs. d'Este, Mrs. Wait, Mrs. Clothier, Mrs. Carter, Mrs. Mackay, Mrs. Lafrantz, Mrs. G. P. Lammert, Mrs. Seth, Mrs. Andrew Forbes, Miss de Champeaux, Miss Layton, Miss Wilkinson, Miss Hooper, Miss Armstrong, Miss Rodger, Miss Lammert, Mrs. Macdonald, Miss Harker.

POLARD'S LILLIPUTIAN OPERA COMPANY.

It has long been recognised that the Pollards Lilliputians are no ordinary acquired company of comic opera and musical comedy artists. They are an Australian institution, a permanently established art guild, an unbroken confraternity endowed with the secret of being able perpetually to renew their youth. When a member of this troupe arrives at the raboon of coiled-up hair, long dresses, or manifest moustache, the die is cast, and he or she passes out into the wider world of "grown-ups" to make room for a duly-qualified successor. Age may not have withered nor custom staled the infinite variety of a May Pollard, a Manda Beatty, a Carrie Moore, a Sena Salinger, a Violet Varley, a Willie Perry, or a Harry Quessly; but the list has gone forth; they may seek (as many of them have) a firm footing in the higher fields of fair renown; but the land of Lilliput is to know them no more. If report speaks true, the newest aggregation of Lilliputians should give a splendid account of themselves in "A Runaway Girl."

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council held at the Board Room, on the 19th December 1907.

Present:—Messrs. A. F. Gardiner (Vice-chairman), Huang Tsan-chew, W. Kruse, S. Okuyama, W. Wilson, the Health Officer and the Secretary.

1. The minutes of the last meeting are read and confirmed.

2. The Secretary is instructed to write to Mr. Wong Ying-Sing asking for further particulars concerning his application to open a pawnshop on Kulangsu.

3. The Superintendent of Police reports the following cases have been heard in the Mixed Court since the last meeting:—

SUMMONSES.

Allowing pigs and cattle to stray 8, Assault 1, Theft 1.

SUMMARY ARRESTS.

Assault 2, Being abroad after 12 midnight without a light 2, Housebreaking, Being a rogue and a vagabond 1, Theft 2, Committing a nuisance 3, Contempt of Court 2, Murder 1, Breach of Slaughter house regulations 1, Being in possession of stolen property 1.

(Signed) W. H. WALLACE, Chairman.

By order, C. BEERLEY MITCHELL, Secretary.

SUBIG BAY AS A NAVAL BASE.

A well-informed Washington correspondent states that Admiral Dewey and Mr. Taft are at loggerheads over the vexed question of the fortification of the Philippines.

For some time past it has been known that Subig Bay is in process of being rendered practically impregnable, and it is now asserted that, although the War Secretary has most strongly opposed the project, the Army and Navy Boards have, on Admiral Dewey's representations, decided to recommend that Subig Bay shall take the place of Manila as the Naval base for the Philippines.

As a consequence a bitter controversy is said to have arisen between Mr. Taft and the Admiral, and the correspondent states that, in all probability President Roosevelt will intervene to put an end to the quarrel.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *P. R. Luitpold* left Kobe via Nagasaki and Shanghai on Tuesday, the 10th inst. at midnight, and may be expected here on or about Tuesday, the 17th inst. p.m.

The N.Y.K. str. *Yokohama Maru* (Bombay Line) left Singapore for this port on the 10th inst., and is expected here on the 17th inst.

The Indo-China str. *Fokong* left Calcutta for this port via the Straits on the 9th inst., and may be expected here on or about 25th inst.

The C.P.R. str. *Empress of India* arrived Kobe at 1 p.m. on Tuesday, the 10th inst., and left again at 5 p.m. same day via Nagasaki for Shanghai where she is due to arrive at 6 a.m. to-morrow.

The Silk str. *R.M.S. Montague* arrived in New York on Monday, the 9th inst.

BANKS

HONGKONG OFFICE:
8, DES VŒUX ROAD.
Interest allowed on Current Account
deposits received on terms which may be
application.
D. TOWDOW, Manager.

NOTICES TO CONSIGNEES

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APGAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after Noon of the 12th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co. Ltd.
Agents,
Hongkong, 10th December, 1907. 1532

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"VANDALIA,"
FROM NEW YORK

Captain Vahsel, having arrived from the above port, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 7th December, 1907. 1943

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"DORTMUND,"

Captain Malchow, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 9th December, 1907. 1945

NAVIGAZIONE GENERALE ITALIANA

(Fiorio and Rabatino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"LEVANZO,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Undersigned before Noon on the 16th inst., or they will not be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst. at 3.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO.,
Agents.

Hongkong, 10th December, 1907. 4

S.S. "ABRARD BEHIC,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or S.S. "Médoo" and "Gharretto" from St. Nazaire ex S.S. "Ville de Rochefort" from Bordeaux ex S.S. "Leroy Lallier" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., and Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 P.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 16th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 16th inst., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 16th Dec., at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,
Agent.

Hongkong, 10th December, 1907. 12

NOTICE TO CONSIGNEES.

BOSTON STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"
FROM TACOMA, VICTORIA, YOKO,
HAMA, KOBE, MOJI AND
MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co. Ltd.,
Agents,
Hongkong, 5th December, 1907. 7

THORNE'S
OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.

A. S. WATSON & Co. Ltd.
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THE NAVAL SENSATION.

DRAMATIC SCENE.

We have received the following further reports on this incident.

On November 4, the manoeuvres being finished, the First Cruiser Squadron arrived at Portland, Rear-Admiral Sir Percy Scott in command and senior naval officer in the port.

The "Roxburgh," one of the ships of his squadron, had arrived earlier and was outside the breakwater carrying out gunnery practice.

As the object of the First Cruiser Squadron's visit to Portland was to paint the ships in order that they might present a good appearance when receiving the German Emperor, Sir Percy Scott made a signal to the "Roxburgh":

"Paint work appears to be more in demand than gunnery, so you had better come inside the breakwater in time to paint your ship and look pretty by the 8th."

Some time after this message had been sent to the "Roxburgh" the Channel Fleet, under the command of Admiral Lord Charles Boreasford, arrived at Portland.

Two days later, on November 8, Lord Charles Boreasford made the following signal to the Channel Fleet and First Cruiser Squadron:

Date—8th November, 1907.
Time—1 P.M.
From—Commander-in-Chief, Channel Fleet.
To—General.

The Lords Commissioners of the Admiralty having directed me to prepare the Channel Fleet to do honour to H.M. the Emperor of Germany, an order was given to all the vessels under my command to be out of routine means no gunnery exercises and paint ship after the manoeuvres.

With reference to my order, on Monday, 4th November, the Rear-Admiral commanding First Cruiser Squadron, a squadron forming part of the Channel Fleet, made the following signal to the captain of the "Roxburgh":

"Paint work appears to be more in demand than gunnery, so you had better come in time to look pretty by the 8th instant."

In regard to my order to the Fleet to paint ship, this signal made by the Rear-Admiral commanding First Cruiser Squadron is contemptuous in tone and inordinate in character.

The Rear-Admiral is to issue orders to "Good Hope" and "Roxburgh" to expunge this signal from their signal logs and to report to me by signal when my orders have been obeyed.

After this open rebuff it is hardly possible that Sir Percy Scott will be able to continue to serve under Lord Charles Boreasford, although the latter invited the former to become his flag captain, with special reference to gunnery, on the occasion of his previous command of the Channel Fleet. Lord Charles is technically in the right, and there is no doubt whatever that the Rear-Admiral was guilty of an indiscretion (though an officer at the time) in issuing such a signal, which implied comparison between gunnery and paint.

It happens that Sir Percy Scott has made himself obnoxious to the anti-Fisher element in the Navy, and doubtless his indelicately worded signal will be made the most of in these circles. Let us hope that a dip due to excess of zeal for gunnery will not mar the prospects of a brilliant naval officer, and one to whom the Navy owes so much.

The reading of Lord Charles Boreasford's message on Rear-Admiral Sir Percy Scott for having sent his now famous "contemptuous-in-tone" signal to the cruiser "Roxburgh" seems to have been most dramatic.

Sir Percy was ordered to report himself on board the "King Edward" in frock coat and sword. Here he found Admirals Custance and Foley, as well as Lord Charles, together with their staffs. The staffs were ordered to fall back out of earshot, and they lined around the aft 12in. turret.

The three Admirals alone walked slowly right aft to the engine staff and stood there. Before them stood Sir Percy Scott at attention. A dead hush fell over the spectators. Lord Charles Boreasford produced a paper. His voice could just be heard above the lap of the waves against the ship's side. The words could not be distinguished, but it was the famous general signal that was being read to Sir Percy Scott.

Naval opinion in the incident is almost unanimous in support of Lord Charles Boreasford, though there are some expressions of opinion that Lord Charles would have been wise to have ignored the incident, or rather not to have taken notice in the way that he did.

This view, however, is not taken in the Channel Fleet. In this fleet Sir Percy Scott is condemned in no measured terms, and very caustic references are made to the appearance in a large number of newspapers of the incident identical with an account existing in the First Cruiser Squadron. Indeed, this has caused a great deal of exasperation, and has done more than anything else to take sympathy from Sir Percy Scott, who is personally a popular enough officer.

It is pointed out on all hands that this report is not merely a report, but a sort of excuse. The matter of the general signal, of course, has been reported to the Admiralty, on whose decision it rests whether Sir Percy Scott vacates his command or not. The general opinion is that he will be transferred to another command, as he is too useful an officer to be relegated to retirement. It is considered impossible for him to continue serving under Lord Charles Boreasford.

Lord Charles himself is reported to take a very moderate view of the whole incident. The firm conviction in the Navy is that there is much more in the matter than has yet met the eye.

The boycott of the "Good Hope" by the other ships is as strenuous as ever. This expression of fleet feeling is the strongest indication of how the incident is regarded afloat.

Both Lord Charles Boreasford and Sir Percy Scott were present officially at the reception of the Kaiser at Portsmouth yesterday when he landed.

Some of the Radical papers which uphold Sir John Fisher and his supporters in the "new" methods of naval administration prefer to treat the matter as a joke. They purposely overlook the fact that the administration of naval affairs as it is at present constituted, places a premium on disruption of discipline and moral which cannot fail to be detrimental to the service.

ON SALE.

THE

DIRECTORY AND CHRONICLE
FOR 1907.

Complete Edition \$10.00
Small 6.00

Obtainable at the Hongkong Daily Press Office
and from the Local Booksellers.

Hongkong, 2nd October, 1906. 1841

MR. GLADSTONE AND SOCIALISM.

HIS "WORST BILLINGSGATE" RESERVED FOR IT.

What did Mr. Gladstone think about Socialism? The question is not unimportant in view of the present-day attitude of many men who were once the ardent followers and hero-worshippers of the great Liberal statesman.

The answer—and an emphatic one it is—is to be found in the Right Hon. George W. E. Russell's new book, "A Pocketful of Sixpences," published by E. Grant Richards.

Mr. Gladstone, Mr. Russell tells us, even so long ago as 1885 spoke with serious concern about the growth of Socialist ideas in the Liberal party.

"In the course of our conversation," Gladstone declared himself vehemently hostile to Socialism in any sense of the word. When I asked whether by 'Socialism' he meant the State doing for the individual what he ought to do for himself, or the State taking private property for national purposes, he replied, with indescribable emphasis, 'I mean both; but I reserve my worst Billingsgate for the latter!'

When Mr. Gladstone had, metaphorically, descended to such vituperation as is usually associated with Billingsgate fish market, it is obvious that his detestation of Socialism knew no bounds.

Here, also, is a revelation of Queen Victoria's opinion of the women's rights movement:—

"In 1870 a young man who bore a name highly honoured in English history, suddenly became conspicuous on a political platform, and the spectacle of her performances produced this remarkable protest:—

"The Queen is most anxious to enlist every one who can speak and write to join in checking this mad, wicked folly of 'women's rights,' with all its attendant horrors, on which her poor feeble sex is bent, forgetting every sense of womanly feeling and propriety. Lady—ought I get a good whipping. It is a subject which makes the Queen so furious that she cannot contain herself!'

Mr. Russell's book is a mine of political gossip and anecdote. Scion of the fiscal house of Balfour, once Under-Secretary for Home Affairs, and now a Privy Councillor, Mr. Russell has been associated with all the great men and the great events of the past thirty years.

His reminiscences make delightful reading, so full are they of "inside" information, pleasant, easy narrative, and good humour.

The decisive influence of women on the course of the anti-Socialist campaign was pointed out by Mr. Lawrie Wilson at a Primrose League meeting at Croydon.

"Three sweeping victories have now been won—the London borough councils elections, the London County Council election, and the recent provincial borough councils elections," he said.

"All these contests were fought on the municipal franchise, and it is well known that the women's vote was cast almost solidly against Socialism. This vote is not available in parliamentary contests.

"The United position may be seriously endangered at the next general election unless women who are opposed to Socialism enlist in large numbers as workers and canvassers."

Comrade Harry Quelch protested at Kenilworth against the weakness of Socialists in denying that they were in favour of Free Love. "I am in favour of Free Love," he exclaimed.

"What love are we in favour of if we are not, in favour of Free Love?"

"I do want to abolish marriage. I do want to see the whole system of sex as at present constituted swept away. I want to make it no longer possible for a woman to sell herself in the marriage market for a man to sell himself in the labour market."

"We want no marriage bond, we want no bonds at all. We want Free Love. We want no sexual bonds except those based on no foundation than mutual affection. And this is what they call immorality!"

THE VERNACULAR REVIVAL IN SCOTLAND.

The following letter appears in the Times:—

Sir,—I have been extremely interested in your correspondent's article 'A Vernacular Revival in Scotland,' the first public recognition I have seen of a fact that has borne itself upon returning natives like myself. A London wit once remarked that the Scot in exile would be the only person left to understand Burns in the vernacular; and the better-to-go middle classes in the big towns for many years made a point of sloughing their account with their party, doing it, by the way very badly; for the Scot, with very many excellent qualities, is quite incapable of acting.

I would, however, point to another aspect of the revival which your correspondent has omitted—namely, the growing use of the kilt. Twenty years ago the kilt was practically unknown in the city of Aberdeen, which I know best, except on soldiers and on English sportsmen. It was indeed held up to universal ridicule by the townsfolk. That has quite changed, and on my last visit to Aberdeen I discovered that even the school boys have returned to kilts. It has become a recognized article of evening dress, and what is more strange still, many of the young men of the better-to-do classes are learning to play the pipes.

The precise genesis of all this curiously paradoxical change I do not pretend to explain. That it exists is certain. In the matter of the kilt, there can be no doubt that the Royal Family have done a great deal to encourage its revival.

I am, &c.,
J. M. BULLOCK.

118, Pall-mall, S. W.

To be clean and feel clean on a hot dusty day—that is the refreshing feeling which follows the use of

Calvert's

Carbolic Toilet Soap.

Pure, antiseptic and nicely perfumed.

Sold by local Chemists and Grocers.

Made by F. C. Calvert & Co., Manchester, England.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IRRO-CHINA STEAM NAVIGATION Co.'s fortnightly service between CALCUTTA, SINGAPORE, ALOUTTA for CANTON every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED

General Agents for China and Japan.

Hongkong, 4th August, 1906. 8

THEATRE ROYAL CITY HALL.

COMMENCING

SATURDAY, DECEMBER 21ST

RETURN OF THE FAVOURITE

POLLARD'S LILLIPUTIAN
OPERA CO.

MR. C. A. POLLARD AND MRS. N. CHESTER, SOLE OWNERS.

OPENING WITH

"A RUNAWAY GIRL."

PRICES: \$3.00, \$2.00 and \$1.00.

Box Plan at THE ROBINSON PIANO CO.

1952

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WRITE to us at once for our Year Book giving full particulars.

WHAT ARE PREMIUM BONDS?

They are high-class and absolutely safe securities, payable to Bearer issued by the various Governments and Municipalities of Europe; they are redeemable at periodical Drawings either WITH CASH PREMIUMS varying from £10 to £10,000, or, at the very least, at their full nominal value.

OUR UNRIVALLED COMBINATIONS.

Comprising of the most advantageous Bonds, may be purchased by convenient monthly payments ranging from 1/- to £20.

Lists of Drawings published fortnightly. Premiums collected free of charge.

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KAISHA

(MITSUMI & CO.)

IMPORT EXPORT AND COMMISSION MERCHANTS.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 105, HONG STREET.
M. KOBAYASHI, Manager.

HEAD OFFICE—1, SUZUGAKO, TOKYO.

OTHER BRANCHES:

London,

SHIPPING.

ARRIVALS.
CANTON, Swedish str., 2,180, Nordfoll, 11th Dec.—Japan via Shanghai 7th Dec.
General—Melchers & Co.
HAICHING, British str., 1,267, A. E. Hodgins, 11th Dec.—Coast Ports 10th Dec.
General—Douglas Lapraik & Co.
HANYANG, British str., 11th Dec.—Canton.
JOHN MARU, Japanese str., 702, H. S. Smith, 11th Dec.—Swatow 10th Dec, General—Osaka Shosen Kaisha.
KATONG, British str., 286, Mathias, 11th Dec.—Hollo and Cebu 6th Dec, General—Butterfield & Swire.
KINGING, British str., 1,223, Leask, 11th Dec.—Shanghai 8th Dec, General—Jardine, Matheson & Co.
KWANTAI, Chinese str., 1,246, Wm. H. Lunt, 11th Dec.—Shanghai 5th Dec, General—China.
KWILLY, British str., 1,070, Hards, 10th Dec.—Chinking 8th Dec, General—Butterfield & Swire.
LUCHA, German str., 720, Comdr. Bolken, 14th Dec.—from Shanghai.
MACDUFF, British str., 11th Dec.—Canton.
NIPPON, Austrian str., 4,000, Tarabochia, 11th Dec.—Trieste and Singapore 3rd Dec, General—Sander, Wileber & Co.
TAO LUKA, Portuguese gunboat, 720, Pedron, 10th Dec.—from Macao.
SIGNAL, German str., 907, Schalkier, 11th Dec.—Hollo 9th Dec, General—Jensen & Co.
SEKHUEN, British str., 11th Dec.—Canton.
TSINAN, British str., 1,460, W. B. Brown, 11th Dec.—Kobe 5th Dec, General—Butterfield & Swire.

CLEARANCES
AT THE HARBOR MASTER'S OFFICE.
 11th December.
Hupei, British str., for Hoihow.
Kongwa, German str., for Swatow.

DEPARTURES.
 10th December.
VANDALLA, German str., for Shanghai.
 1st December.
DORTMUND, German str., for Shanghai.
FORNIALE, British str., for New Castle.
FUKUSHU MARU, Japanese str., for Swatow.
HAKUTO MARU, Japanese str., for Surabaya.
HITACHI MARU, Japanese str., for Singapore.
J. DIEBERICHSEN, German str., for Hoihow.
KUANG, British str., for Canton.
KWANTAI, Chinese str., for Canton.
PRUDEN, French str., for Hongkong.
SILBIA, German str., for Singapore.
WENCHOW, British str., for Amoy.

SHIPPING REPORTS.
 The British str. *Gremlin* reports: Strong N.E. monsoon, clear weather.
 The British str. *Ku fong* reports: Fresh monsoon, fine cloudy weather, moderate sea.
 The Chinese str. *Kwangshai* reports: Fresh N.E. monsoon and following sea to Breaker Port, thence light and fine weather.

VESSELS IN DOCK.

ABERDEEN DOCKS.
ROWLOW DOCKS.—*Neit Meloch*, Germania, *Empress of China*, *Woolwich*, H.M.S. *Alacrity*, *Tatzen*, *Glenloch*, *Engle*, etc.
COSMOPOLITAN DOCKS.—*Drufur*.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA
 (Florida and Rubatini United Companies).
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"LEVANZO,"
 Captain Belsito, will be despatched as above TO-DAY, the 12th inst., at Noon.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
 Agents.
 Hongkong, 30th November, 1907. 4

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO
SHANGHAI, YOKOHAMA AND KOBE
THE Company's Steamship
"NIPPON,"
 Capt. Tarabochia, will leave for the above places on SATURDAY, the 14th inst.
 For Freight or Passage, apply to
SANDER, WIELER & Co.,
 Agents.
 Hongkong, 5th December, 1907. 3

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO
SHANGHAI, YOKOHAMA AND KOBE
THE Company's Steamship
"NIPPON,"
 Capt. Tarabochia, will leave for the above places on SATURDAY, the 14th inst.
 For Freight or Passage, apply to
SANDER, WIELER & Co.,
 Agents.
 Hongkong, 5th December, 1907. 3

THE Company's Steamship
"E. F. FERDINAND,"
 Capt. C. Matovich, will be despatched as above on or about the 26th December.
 This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.
 For information as to Passage and Freight apply to
SANDER, WIELER & Co.,
 Agents.
 Hongkong, 30th November, 1907. 3

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 14th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	SYRIA	Brit. str.	—	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	About 18th inst.
MARSEILLES, HAVRE, GOTHENBURG &c.	CANTON	Swed. str.	—	Lauchlin	MELCHERS & Co.	On 24th inst., at 1 P.M.
MARSEILLES &c. VIA PORTS OF CALL.	TEOVANA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE, ROTTERDAM & HAMBURG VIA STRAITS &c.	C. F. FERD. LAEISZ	Ger. str.	k.w.	Wagner	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS &c.	P. B. LUTFOLD	Ger. str.	—	H. Kirchner	MELCHERS & Co.	On 18th inst., at Noon.
NAPLES, GENOA, ALGIERES, GIBRALTAR &c.	SACHSEN	Ger. str.	—	Wollemas	MELCHERS & Co.	About 25th inst.
NAPLES, GENOA, ALGIERES, GIBRALTAR &c.	SCANDIA	Ger. str.	k.w.	v. Döhren	HAMBURG-AMERIKA LINIE	On 9th inst.
NAPLES, HAVRE & HAMBURG VIA STRAITS &c.	HAMBURG	Ger. str.	k.w.	Filler	MELCHERS & Co.	On 30th inst.
NAPLES, HAVRE & HAMBURG VIA STRAITS &c.	E. F. FERDINAND	Aus. str.	—	Matovich	SANDER, WIELER & Co.	About 26th inst.
TRIESTE &c. VIA SINGAPORE &c.	SCHUYLKILL	Brit. str.	—	Anderson	STANDARD OIL CO.	About 14th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ALBENGA	Ger. str.	—	Petersen	CARLOWITZ & Co.	About 21st inst.
VANCOUVER VIA SHANGHAI JAPAN &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 19th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN &c.	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 28th Jan., at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	RUMERIC	Amr. str.	—	Cowley	DODWELL & CO., LTD.	On 28th January
CALAO AND ILOILO VIA JAPAN PORTS &c.	KATHERINE PARK	Brit. str.	—	C. Lindbergh	TOYO KISEN KAISHA	On 24th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Brit. str.	1 m.	S. John George	GIBB, LIVINGSTON & Co.	To-morrow, at 4 P.M.
AUSTRALIAN PORTS VIA PORT DARWIN &c.	MANILA	Brit. str.	—	J. Minssen	MELCHERS & Co.	On 28th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TIJRODAS	Dut. str.	—	Zwaan	JAVA-CHINA JAPAN LINE	On 2nd Jan., at 5 P.M.
TSINGTAO, WEIHAIWEI & CHEFOO	KASHING	Brit. str.	1 m.	T. W. Pickard	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI	HANGSANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., LD.	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ARRATON APCAR	Brit. str.	—	A. Stewart	DAVID SASSON & Co., LTD.	To-morrow, at Noon.
SHANGHAI	WAISHING	Brit. str.	—	W. F. Bichard	JARDINE, MATHESON & Co., LD.	To-morrow, at 4 P.M.
SHANGHAI	DEBBI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	About 18th inst.
SHANGHAI, YOKOHAMA & KOBE	NIPPON	Aus. str.	—	E. Tarabochia	SANDER, WIELER & Co.	On 14th inst.
SHANGHAI, KOBE & YOKOHAMA	C. F. FERD. LAEISZ	Ger. str.	k.w.	Wagner	HAMBURG-AMERIKA LINIE	On 16th inst.
SHANGHAI, YOKOHAMA & KOBE	SIAM	Dan. str.	—	—	MELCHERS & Co.	About 18th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	E. F. FERDINAND	Ger. str.	—	E. Malchow	MELCHERS & Co.	About 18th inst.
SHANGHAI	SHAORSSING	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	ALDENHAM	Brit. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 22nd inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SUNDA	Brit. str.	—	P. & O. S. N. Co.	MELCHERS & Co.	About 23rd inst.
SHANGHAI & VLADIVOSTOK	ST. LUCIA	Rus. str.	—	G. M. Montford, R.N.R.	MELCHERS & Co.	On 26th inst.
SHANGHAI	YOHOW	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
TAMSUI VIA SWATOW & AMOY	JOHN MARU	Jap. str.	—	H. S. Smith	OSAKA SHOSSEN KAISHA	On 15th inst., at 9 A.M.
SWATOW & SHANGHAI	HANYANG	Brit. str.	2 m.	H. Trowbridge	BUTTERFIELD & SWIRE	To-day, at Noon.
SWATOW, AMOY & FOCHOOW	HAICHING	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	To-morrow, at 10 A.M.
SWATOW & SHANGHAI	KUANG	Brit. str.	1 m.	H. A. Wavell	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
MANILA	YUENHANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co., LD.	To-morrow, at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & Co.	On 14th inst.
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., LD.	On 20th inst., at 4 P.M.
MANILA	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	On 21st inst.
MANILA	TEAN	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
MANILA	TAMING	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
CEBU & ILOILO	KATONG	Brit. str.	1 m.	W. Smith	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Sembl	MELCHERS & Co.	Middle of December.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co., LD.	To-day, at 8 P.M.
SINGAPORE, SAMARANG & SOERABAYA	ONKANG	Brit. str.	—	Ross Cora	JARDINE, MATHESON & Co., LD.	On 14th inst., at 3 P.M.
BOMBAY VIA SINGAPORE & PENANG	LEVANZO	Ital. str.	—	Belsito	CARLOWITZ & Co.	To-day, at Noon.
BATAVIA, CHERIEON, SAMARANG &c.	TJILIWONG	Dut. str.	—	Jurrisaale	JAVA-CHINA JAPAN LINE	About 20th inst.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms, Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 14th December.
RUBI	2540	R. W. Almond	Manila	On 21st December.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 10th December, 1907. 15

HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to

SHEWAN TOMES & CO.,
 GENERAL AGENTS.

Hongkong, 6th December, 1907. 16

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
FOR
SINGAPORE, PENANG & CALCUTTA "KUMSANG" ... Thursday, 12th Dec., 8 P.M.
SHANGHAI "HANGSANG" ... Friday, 13th Dec., 4 P.M.
MANILA "YUENSANG" ... Friday, 13th Dec., 4 P.M.
SHANGHAI "WAISHING" ... Friday, 13th Dec., 4 P.M.
SINGAPORE, SAMARANG and "ONSANG" ... Saturday, 14th Dec., 3 P.M.
SOERABAYA "LOONGSANG" ... Friday, 20th Dec., 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.
 Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.
 Penang " " " 165. " 250.
 Calcutta " " " 165. " 250.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Chafco, Tientsin via Chingwantan and Yangtze Ports.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.,**
 Hongkong, 12th December, 1907. 18

EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD., GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.
DESTINATION **STEAMERS** **DATE OF SAILING.**
MARSEILLES, HAVRE, GOTHENBURG and COPENHAGEN "CANTON" ... On 12th December.
SHANGHAI, YOKOHAMA and KOBE "SIAM" ... On 16th December.
SHANGHAI and VLADIVOSTOK "ST. LUCIA" ... On 26th December.
MELCHERS & Co.,
 AGENTS.
 Hongkong, 11th December, 1907. 9

HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

BY the new steamers, "RENNANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are staterooms and fitted with fans. Laundry on Board. Doctor and Stewardess carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILBIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

HABSBURG ... 22nd December

RENNANIA ... 22nd Jan., 1908

HOHENSTAUFEN ... 22nd Febr., 1908

HOMEWARD.

FOR THE STRAITS, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.

SCANDIA ... 9th Jan., 1908

HABSBURG ... 30th Jan., 1908

RENNANIA ... 27th Febr., 1908

HOHENSTAUFEN ... 26th March, 1908

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:
C. F. FERD. LAEISZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 16th Dec.
HABSBURG ... FOR SHANGHAI, KOBE & YOKOHAMA ... 22nd Dec.
RENNANIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 5th Jan., 08

NEXT SAILINGS HOMEWARD:
 VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIAN" CRUISE SERVICE to Arabia and Persian Gulf Ports.
SEGOLIA ... HAVRE, ROTTERDAM, & HAMBURG ... 23rd Dec.
SCANDIA ... NAPLES, HAVRE & HAMBURG ... 9th Jan. 08
C. F. FERD. LAEISZ ... HAVRE & HAMBURG ... 24th Jan. 08
HABSBURG ... NAPLES, HAVRE, & HAMBURG ... 30th Jan. 08

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins staterooms. Lighted throughout by electricity. Duly qualified Doctor and stewardess carried. Laundry on board.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain	Sailing Date.
KUMERIC	6232	Cowley	On 28th January, 1908.
SHAWMUT	9606	E. V. Roberts	On 21st February, 1908.
TEEMONT	9606	T. W. Garlick	On 17th March, 1908.
SUVERIO	6232	W. Shotton	On 9th April, 1908.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-screw s.s. "SHAWMUT" and "TEEMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 12th December, 1907. 7

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOOW.

THE Company's Steamship

"HAICHING,"

Capt. A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 13th inst., at 10 A.M.

For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
 General Managers.
 Hongkong, 10th December, 1907. 1950

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATON APCAR,"

Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 13th inst., at Noon.

This Steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a duly certified doctor.

For Freight or Passage, apply to
DAVID SASSON & Co., LTD.,
 Agents.

Hongkong, 5th December, 1907. 1892

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON, THROUGH HILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA,"

Captain R. A. Peters, carrying His Majesty's Mail, will be despatched from this Port for Bombay &c. on SATURDAY, the 14th December at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOLDAVIA," 9,500 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Stk and Valuable cargo for France and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London &c. will be conveyed from Bombay by the R.M.S. "PRESIA," due in London on 25th January, 1908.

Parc

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 13th	Freight and Passage.
LONDON VIA USUAL PORTS	MALTA	Noon, 14th	See Special of Call.
LONDON AND ANTWERP	SYRIA	About 18th	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	Capt. D. C. Gregor, R.N.R.	Dec.	Advertisement.
SHANGHAI, MOJI, KOBE, SUNDAY AND YOKOHAMA	Capt. G. M. Montford, R.N.R.	About 22nd	Freight and Passage.

For further Particulars, apply to

F. A. HEWETT
Superintendent.

Hongkong, 11th December, 1907.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"HANYANG"	On 12th Dec, Noon.
TSINGTAO, WEIHAIWEI and CHEFOO	"KASHING"	On 12th Dec, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"TSINAN"	On 13th Dec, 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 13th Dec, 4 P.M.
SWATOW and SHANGHAI	"KUKIANG"	On 14th Dec, 4 P.M.
MANILA	"TEAN"	On 17th Dec, 4 P.M.
SHANGHAI	"SHAOSING"	On 21st Dec, 4 P.M.
MANILA	"TAMING"	On 24th Dec, 4 P.M.
SHANGHAI	"YOCHOW"	On 27th Dec, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

Hongkong, 12th December, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR THE CO.'S S.S. LEAVING

"TAMBU" VIA SWATOW {"JOSHIN MARU" SUNDAY, 15th Dec, at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 12th December, 1907.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNEO"	Midday of December.

NAPLES, GENOA, ALGIERES {"PRINZ REGENT LUITPOLD" Wed'ay, 18th Dec, at Noon.

GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN

SHANGHAI, NAGASAKI, KOBE {"PRINZ EITEL FRIEDRICH" About Wed'ay, 18th Dec.

and YOKOHAMA

FOR EUROPE VIA PORTS OF

CALL {"SACHSEN" Capt. WOLTERMAN About Wed'ay, 25th Dec.

MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE {"MANILA" Capt. MINNSEN Thursday, 2nd Jan, at 5 P.M.

For further Particulars apply to

NORDDEUTSCHER LLOYD, MELBOURNE & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th December, 1907.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDES 11 days Across the Pacific to the "EMPERESS LINE" Saving 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA TO VANCOUVER.

18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPERESS OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Febr.
"MONTEAGLE"	6,163	WEDNESDAY, 29th Jan.	22nd Febr.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 13th Febr.	2nd March
"EMPERESS OF CHINA"	6,000	THURSDAY, 12th March.	30th March
"EMPERESS OF INDIA"	6,000	THURSDAY, 9th April	27th April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PATRIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York 27.1.10

Intermediate on Steamers 240, 242.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. GRADDOCK, General Traffic Agent for China, Corner Pender Street and Praya opposite Blake Pier.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY
BY THE
MAGNIFICENT N.D.L. LINERS:

	Tons Reg.	
"BUELOW"	8,000	ON MARCH 11TH.
"PRINZ LUDWIG"	9,630	ON MARCH 25TH.
"PRINCESS ALICE"	10,911	ON APRIL 8TH.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELBORS & CO.

Hongkong, 19th August, 1907.

THOS. COOK & SON,
ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.

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Japan Office—14, WATER STREET, YOKOHAMA.

1852.

REGULAR HONGKONG-CANTON LINE
OF STEAMERS.

OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT

S.S. "PAUL BEAU", 1,900 tons, 14 knots.

S.S. "CHARLES HARBOUIN", 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and gunmetal steamers on the line. Departure from Hongkong 8.30 P.M. (SATURDAYS excepted). Departure from Canton at 5.15 P.M. (SUNDAYS excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—HARLETT & CO., Agents. 1492

Hongkong, 27th September, 1907.

JAVA-CHINA-JAPAN L.N.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA AND MACASSAR.

Taking cargo to all ports in Netherlands India on through Bill of Lading.

THE Steamship

"TJILIWONG," Captain Jurriaans, will be despatched for the above Ports on or about 20th inst.

For information as to Freight and Passage, apply to the

Head Agent of the

JAVA-CHINA-JAPAN L.N.

York Buildings, 1st Floor.

Hongkong, 10th December, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, VIA JAPAN PORTS (Kobe and Yokohama).

With Liberty to call at Honolulu and Salina Cruz.

Steamers Tons

"KATHARINE PARK" 5,000 On 24th Dec.

"KASATO MARU" 6,100 Some time in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager, York Building.

Hongkong, 11th December, 1907.

SHIPPING IN PORT.

AMIGO, German str., 22, N. Baltzer, 2nd Dec.—Haiphong 28th and Haiphong 30th November, General—Jensen & Co.

ANGHIN, German str., 1,001, C. Kumpel, 9th Dec.—Saigon 3rd December, Rice & Meal—Butterfield & Swire.

ARABIAN, British str., 2,931, A. Stewart, 10th Dec.—Calcutta and Singapore 4th Dec.—General—David Sassoon & Co.

ASIA, British str., 2,936, Harry Gankrojer, San Francisco and Shanghai, 6th Dec.—4th Dec.—General—O. & S. & Co.

BORNEO, German str., 2,850, F. Sembill, 6th Dec.—Sandakan 30th Nov., Timber and General—Melbors & Co.

CHINKIANG, British str., 1,229, F. Robertson, 8th Dec.—Swatow 7th Dec.—General—Butterfield & Swire.

CHIPSHING, British str., 1,199, F. Mooney, 9th Dec.—Tientsin Dec. 1st and Chefoo 4th, General—Jardine, Matheson & Co.

DRUPAR, Norwegian str., 1,102, J. Bing, 5th Dec.—Bangkok 27th November, General—Nippon Yusen Kaisha.

EMPEROR OF CHINA, British str., 3,046, E. Archibald, R.N.R., 19th Nov.—Vancouver B.C. 29th October, Mails and General—C. P. & Co.

GLINESK, British str., 2,274, Rafferty, 30th Nov.—Salina Cruz 16th Sept. General—China Commercial Co.

HANGSANG, British str., 1,356, S. Wilde, 9th Dec.—Shanghai and Swatow 8th Dec.—General—Jardine, Matheson & Co.

HINSANG, British str., 1,356, A. G. Smith, 7th Dec.—Chefoo 1st Dec.—General—Jardine, Matheson & Co.

HUPER, British str., 1,304, Spink, 10th Dec.—Hoohow 8th Dec.—General—Butterfield & Swire.

KASHING, British str., 1,147, S. W. Pickard, 12th Dec.—Iloilo 4th Dec.—General—Butterfield & Swire.

KROG WAT, German str., 1,171, P. Kohler, 7th Dec.—Bangkok and Swatow 4th Dec.—Rice—Butterfield & Swire.

KIUTANG, British str., 1,228, H. A. Wavell, 9th Dec.—Shanghai 6th Dec.—General—Butterfield & Swire.

LAURETTE, British str., 1,340, J. B. Jackson, 4th Dec.—Saigon 27th Nov., Rice—Chinese.

LAUDON, British str., 2,416, A. L. Paterson, 4th Dec.—Moji 26th November, Ballast—Dudwell & Co.

LEVANT, Italian str., 2,281, Balaito, 8th Dec.—Bombay Nov. 17th and Singapore 28th, General—Carlowitz & Co.

ONSANG, British str., 1,787, B. Cox, 5th Dec.—Java 21st Nov., Sugar—Jardine, Matheson & Co.

PAKAT, German str., 1,017, J. Wenzel, 9th Dec.—Bangkok 29th Nov., General—Butterfield & Swire.

PATANI, German str., 1,068, W. Hubner, 10th Dec.—Europe via Bangkok 27th Nov. Rice and General—Order.

PETCHABURI, German str., 2,191, E. Wolf, 7th Dec.—Bangkok 17th Nov., Rice—Butterfield & Swire.

SAMSEN, German str., 998, F. Schmetz, 8th Dec.—Bangkok 22nd Nov., General—Butterfield & Swire.

SHOSU MARU, Japanese str., 1,600, M. Nemoto, 7th Dec.—Shanghai via Foochow, Amoy, and Swatow 4th Dec.—General—Osaka Shosen Kaisha.

SUIBANG, British str., 1,776, W. D. Welsh, 10th Dec.—Singapore 1st Dec.—General—Jardine, Matheson & Co.

TAIWAN, British str., 1,042, J. A. Martin, 29th Nov.—Saigon 25th November, General—Chinese.

TITAN, British str., 5,720, R. Day, 1st Dec.—Tacoma, Flour—Butterfield & Swire.

VICTORIA, Swedish str., 989, Hellby, 4th Dec.—Samarang 21st Nov., Sugar and Cotton—Asgaard Thoresen & Co.

WATKINS, British str., 1,170, W. J. Richard, 7th Dec.—Chefoo Dec. 2nd and Wai-lai 3rd, General—Jardine, Matheson & Co.

WOOLWICH, British str., 1,845, A. Stoker, 13th Nov.—Moji 8th November, Coal—Dudwell & Co.

YUENSANG, British str., 1,128, Rolfs, 9th Dec.—Manila 4th Dec., General—Jardine, Matheson & Co.

ZAPIRO, British str., 1,629, E. Rodgers, 9th Dec.—Manila 7th Dec., Hemp and Sugar—Sheehan, Tomes & Co.

SAILING VESSELS.

ECLEPS, British 4-masted bark, 2,968, L. D. Vance, 24th August—New York 1st May, Case Oil—Standard Oil Co.

LAWRENCE, British 4-masted bark, 1,950, 28th August—New York, Case Oil—Standard Oil Co.

DAVID CORSAIR & SON'S.

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELINACE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.

295 Sole Agents.

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SIAM, STRAITS SETTLEMENTS,
MALAY STATES, NETHERLANDS
INDIA, PHILIPPINES.

BORNEO, &c.
WITH HIGH AIR INCORPORATED
THE CHINA DIRECTORY

AND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
FOR
1907.

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Bangkok, etc.

STRAITS SETTLEMENTS

Singapore, Penang, etc.

THE PHILIPPINES

Manila, Cebu, etc.

BORNEO

Singapore, Penang, etc.

THE STRAITS SETTLEMENTS

JOINT STOCK SHARE

Hongkong, December 11th.

COMPANY.	PAID UP.	LIABILITIES.
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Alhambra	Pa. 200	Nominal.
Bank:-		
Hongkong & Shanghai	{ \$ 25	\$ 725, sales
	{ \$ 25	\$ 715.
		Ln. 232.

National B of China	Ln. 280.
	251

Wells & Associates E. A. ...	lbs. 6d.	\$64.
China-Norac Co.	\$12	\$104, sellers
China-Horne & P. Co.	\$10	\$4, sellers
China Provident	\$10	\$9.15, buyers
Cotton Mills		
Ewo.	lbs. 50	Tls. 60.
Hongkong	\$10	\$10, sellers
Lyons	Tls. 7.	Tls. 60.
Szechuen	lbs. 50	Tls. 60.
Soyabean	Tls. 500.	Tls. 280.
Dairy Farm	\$0	\$16.75, sellers
Books and Wharves		
W. & W. A. ...	\$50	\$66, sellers
E. & W. Dock	\$50	\$50, sellers
New Amoy Dock	\$68	\$40, sellers
Shanghai Dock	Tls. 100.	Tls. 73.
Shanghai 14. Wm. ...	Tls. 100.	Tls. 200.
Swanwick & Co. (1900) ..	\$35	\$14.
Green Island Cement	\$10	\$11, sellers
Longman & C. (1900)	\$40	\$17.75

longkong Ice Co	\$25	\$240.
foangkong Rope Co...	\$10	\$15.
insurances:—		
Canton	\$50	\$245, sellers
China Fire	\$20	\$92, buyers
China Traders	\$35	\$10, buyers

Union.....	\$100.	\$788, buyers
Yangtze	\$50	\$110, c. n. i.
Land and Building—		
Hongkong Landl. v.	\$109.	\$36, sellers
Humphrey's Estate	\$10	\$104, sel. rs.
Kowloon Land & B.	\$30.	\$25, sellers
Shanghai Land.....	\$50	\$1. 100.
West Point Bldg.	\$50	\$48, buyers
Shipping—		
Charterages.....	Fcs. 250	\$500, buyers
Rent.....	18/10.	\$84, buyers

ask Tramways	\$10	\$18, buyers
Philippine Co.	\$1	\$2, buyers
Minerics—	\$10	\$4
China Sugar	\$100	\$98, sellers
Luxon Sugar	\$100	\$10, buyers

China and Japan...	\$20	\$10.
Douglas Steamship.	\$50	\$88.
H., Canton & M.....	\$15	\$80, sellers
Indo-China S.N. Co.	\$5	{ \$40. { \$28.
Shell Transport Co.	\$1	43/-
Star Ferry	\$10	20j. 1/2

Campbell, M. & Co.	\$10	\$14, sellers
Powell & Co., Wm.,	\$10	\$5, buyers
Watkins.....	\$10	\$24, buyers
Watson & Co., A. S.	\$10	\$10½, sellers
United Asbestos	\$4	\$10.

VERNON & SMYTH.

No. 5, D'AGUILAR STREET, HONGKONG.

Hongkong Observatory, December 11th

Hongkong Observatory, December 11th			
	Previous Day at 4 a.m.	On Date at 10 a.m.	On at 4
ometer	30.18	30.80	30.1
erature ..	67	61	64
dity	<3	49	38
Direction	N	NNE	N
Force	1	1	1
ner	0	b	b

Highest open air Temperature on 16th
 Lowest open air Temperature on 10th

SSRS. FALCONER & CO'S REGIST

December 11th.

meter 9 A.M. 30.20	Therm. (Wetbulb) 9 A.
meter 1 P.M. 30.14	Therm. (Wetbulb) 1 P.
meter 4 P.M. 30.10	Therm. (Wetbulb) 4 P.
nom. 9 A.M. 30.13	Therm. Maximum
nom. 1 P.M. 30.05	Therm. Minimum
nom. 4 P.M. 30.05	Therm. Minimum over night.

ON SALE.

OUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to J
With Index. Price \$7.50.
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gkong, 26th July 1907.

Widgeon, gunboat 195, tons, 2 guns, 800 h.p.
Lt. Comdr. John E. Kane, U.S.N.

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LANE, CRAWFORD & CO.
HONGKONG

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information apply to

Col. and Mrs. Aitken	Mr. J. Marshall
Major Annesley	Mr. E. A. McLeon
Mr. Harry Bramley	Mr. & Mrs. Moulder

KING EDWARD HOTEL

KINGSCLERE PRIVATE HOTEL.
 Capt. H. Beasley, R.A. Mr. K. Freund
 Mrs. H. Beasley Mr. E. Gaster

Nov. 20th—Lennox, Moyune, Crewel
Ganges. 23rd—Bellerophon, Sunda, Carn

Australien, Benmohr, Denworlich, C. Fe
Laeisz, Habsburg, Indrawalli, Antiloch
Aslyanaz, 30th—Liberta, Salazie, Belgrav
St Patrick, Des And, Bismarck

Sophie Rickmers, (delayed through mutilation)
 4th—Austria, Claverburn, Chang Wo, Spez
 7th—Benalder, Benvenue, Borneo, Erne
 Simons—Glenora—Peking Sibiana 11th

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